### AFFAIRS OF THE RAILWAYS

Renewed Agitation in Favorof Building the Marion & Indianapolis Line.

Meetings of Car-Service Associations-The Alten Case Not Considered by the Western Passenger Association.

The building of the Marion & Indianapolis road is again being agitated. Of late several articles of an encouraging character have appeared in papers on the proposed line. The Marion Chronicle wants the first fourteen miles south from that point built at once, and encourages the projectors in the following manner: "The making of this road to Independence (fourteen miles) will insure the balance to Indianapolis. This road will cost \$62,000. Center township could vote \$35,000, Liberty township, \$25,000. That makes \$60,-000. The other \$2,000 can be easily got. Liberty should refuse there are two other townships where the aid can be had. Sims and Green can vote \$32,119.50. On this line there is no bridge, heavy work of any kind on either the Hackleman or Point Isabel line. Cincinnati, twenty years ago, made a railroad to Chattanooga to secure the trade of the South. The Gazette was warmly for it and the Enquirer against. The road was built by the city at a cost of \$11,000,000. and now pays all interest and \$1,000,000 each year on the invest-ment, and the city of Cincinnati can now get \$20,000,000 for the road, but wen't sell."

Reviving the Original Broad Ripple. Now another scheme for building the "original" Broad Ripple road is on foot. On Monday evening a meeting of a syndicate of local capitalists was held in a down-town law office to discuss the situation and see what could be done. President Bosson, of the Broad Ripple Rapid-transit Company, and Samuel Hanway, one of the Edison Company's sub-contractors, were invited to be present and attended. The question of franchises and cost were looked into to some extent and a committee was appointed to confer with the Edison Company to find out what, if anything, it is willing to do in the matter. The county franchise has expired and before another can be secured the company will have to execute a bond of at least \$10,000 to complete the line within a specified time. There are about a dozen men, all indianapolis capitalists, interested in the project. Their present idea is, if they can get held of the franchises, to subscribe enough cash capital to build the road and buy their ties, iron and electrical equipment, and procure their labor wherever it can be gotten cheapest instead of letting the whole contract to any one electric company. The city franchise of the Broad Ripple Rapid-transit Company is at their disposal.

The Car-Service Associations.

The now numerous car-service associations over the country will hold their regular monthly meetings to-day. The Indiana association was the third organized, and in its two years of operations has had indifferent success, but now it is moving along smoothly, and, with two or three exceptions, shippers and consignees are willing to live up to its rules and regulations. In New England and in the South similar associations are being organized, and it is quite evident that it is an organization which has come to stay. The Indiana association covers over two hundred points, and its territory will probably be enlarged to cover some other points. The Chicago association is having all it can attend to, but is doing excellent work for the roads. The Cleveland association is preparing to considerably enlarge its territory. The Cleveland Leader of yesterday says: "Shippers and consignees are beginning to see that punctuality on their part enables the railroads to facilitate the delivery of freight, and little objection is now heard to the payment of car-service fees."

Postponed the Alton Case, Those who were looking for stormy scenes at the meeting of the Western Passenger Association at Chicago yesterday were disappointed. Chairman Finley was not present, having been detained in St. Paul, where he was called to appear as a witness in the case against President Egan, of the Chicago, St. Paul & Kansas City. General Passenger Agent Enstis, of the Burlington. presided. Under the circumstances, it was not deemed a fitting time to call up the centroversy between the chairman and the Chicago & Alton road. The only matters disposed of were those affecting the terri-tory in which the Alton is not directly interested. The Illinois lines were authorized to use the 80 per cent. basing rates in selling tourist tickets to and from Wisconsin points. The subject of harvest excursion rates was under discussion when the meeting adjourned until to-day.

Freight Rates Reduced. The Kanawha Dispatch has issued a new tariff, reducing freight rates to the basis of 95 cents first-class and 60 cents third-class, from New York to the Missouri river, via Newport News and the Chesapeake & Ohio. This is a drop of 5 cents per 100 pounds on the two classes named, and is made to meet the rates recently put into effect by the Piedmont Air-line and the Richmond Ter-

Personal, Local and General Notes. E. F. Osborn, secretary of the Big Four lines, has gone to the Pacific coast to be absent a month.

Oscar Murray, traffic manager of the Big Four lines, has decided to place a representative of the company again at Toledo. The Pennsylvania company yesterday completed its over-grade crossing of the Cincinnati, Wabash & Michigan road, near

Knightstown. Thomas Laws, formerly master mechanic of the Brightwood shops, has been appointed mechanical engineer of the Erie road. western division, with headquarters at

Susquehanna, Pa. Indications point to a reduction in provision rates and it is causing some anxiety. as a break here means a drop again in livestock rates, which quite recently were ad-

vanced to a fair paying basis. The report of N. K. Elliott, superintendent of transportation of the Vandalia. shows that on Saturday, July 4, there were handled on the main line 7,801 passengers, and on the T. H. & L. division, 3,334.

C. C. Smith, who was chief clerk of Wm. Turreft when the latter was superintendent of motive power of the Big Four, has been appointed to a good position in the mechanical department of the Eric lines.

It is reported that W. H. Truesdale, late receiver of the Minneapolis & St. Loms railroad, will shortly be elected vice-president of the Great Northern railway, and will have charge, under President Hill, of

the affairs of the company. C. W. Fairbanks will leave for New York this morning, to be absent several days. On his return the lease of the Terre Haute & Peeria to the Vandalia will probably be perfected. Mr. Fairbanks and Alfred Sully

are large owners of the securities. The Cincinnati, Hamilton & Dayton has created quite a stir in railroad circles by announcing a Niagara Falls excursion from this territory, July 30, via Detroit and the Michigan Central road, leading competi-

tors several days in Niagara Falls excursion business. E. B. Walls, superintendent of motive power of the Pennsylvania lines, will be absent on his wedding trip about eight weeks. He is now on his way to San Francisco over the Northern Pacific, and will

return over the Southern Pacific, and then go to Cape May for a two weeks stay. The management of the Cincinnati, Hamilton & Dayton challenges any road of equal mileage to show as many passengers bandled on the Fourth of July as on the C., H. & D. system. On all divisions 46,204 passengers were carried. This statement

includes all classes of travel on that day. At the Fairport docks of the Pittsburg & Western, fifteen miles east of Cleveland, This ore, when unloaded on the docks, is partially paid for, but not until delivered business on account of strikes, has been | brings the most money will be confirmed."

dull the last few months, ore has accumulated on the railroad company's docks.

Roadmaster Witty, of the Belt road, yesterday completed a switch 4,000 feet in length, leading to the Indianapolis abattoir. Within the next thirty days this company expects to be killing 1,000 head of cattle a week. The company is negotiating with Barney, Smith & Co. for a lot of refrigerator cars.

John Sebastian, general passenger agent of the Chicago & Rock Island road, left for the East, Monday night, in an ruhappy frame of mind. This road is feeling the fight upon paying commissions more than either of its competitors, and, for self-protection, it is thought, must resume the payment of commissions.

A new railroad frog, the invention of two of the mechanics employed in the shops of the Vandalia company, has been tested in the Vandalia yards for several weeks, and has been found to be an excellent invention. This frog provides for a centinuous rail for both main and side-tracks, and the wheels do not operate the frog.

The Pennsylvania Company, in connection with the Chicago, Burlington & Quincy, will take from Indianapolis proper 150 members of the Young People's Christian Endeavor Society for St. Paul, Minn., to-day, and fifty will join the party from Richmond, and twenty from Rushville. The Indiana delegation will reach fully

Representatives of the passenger departments of the Pennsylvania lines, the Big Four, the Cincinnati, Hamilton & Daytou and the Lake Erie & Western met yesterday and adjusted the Indianapolis ratesheet to conform to the recently-reduced rates of the roads doing business between Chicago and Kansas City. This reduces rates to all Western points.

The Western Passenger Association is in a bad way, and it will take skillful engineering, it is said, to prevent its dissolution.
W. W. Finley, the chairman, receives \$10,000 a year, and probably is as good a man for the position as can be found, notwithstanding the abuse heaped upon him. There are elements in the organization which cannot be harmonized, seemingly.

The new traffic alliance between the Big Four and the Toledo, Columbus & Cincinnati road is working very smoothly, and proving beneficial to both interests. A belief prevails that this alliance is but a stepping stone to the Big Four obtaining coutrol of the T., C. & C., giving the former a direct line to Toledo, and one but six miles longer than the Cincinnati, Hamilton &

George De Haven, who has been general passenger agent of the Chicago & West Michigan road for a few months, is making an excellent record, It is stated that through his activity the passenger business of the system has increased fully 25 per cent. As a north-and-south line it is reaching an important position. With its recent acquisitions there are now 707 miles of main

line in the system. The grand chief of the Order of Railway Telegraphers of North America has sent a circular to the more prominent members of the organization, giving the reasons why the order was not admitted into the Supreme Council, and also stating that the general officers had decided that it were better for the organization to remain out. The circular is signed by all the general of-

ficers of the association. E. O. McCormick, general passenger agent of the Cincinnati, Hamilton & Dayton, will make a new departure to secure business. On July 14 Rev. T. De Witt Talmage, D. D., will deliver his lecture on the subject, "Is the World Growing Better or Worsef" at Woodsdale island, a pleasure resort on the C., H. & D., and the company will run special trains over all divisions to the pleasure grounds on that day.

The directors of the Belt road and livestock yards met yesterday and declared the usual 3 per cent. semi-annual dividend. W. P. Ijams, president of the company, says the business of the yards the last six months has been very satisfactory, the first four months of the year more stock being handled than in the first four months of 1890; but the last few weeks the business has fallen a little below that of last year.

The official figures of George Bender, su-perintendent of the Big Four, show that on the Chicago division the first four months of 1891 there were handled 9,584 more loaded cars than in the corresponding four months of 1890, while the last two months 2,101 fewer cars were handled than in the corresponding May and June, 1890, but the net gain for the first half of 1891, as compared with the first six months of 1890, was 7,483 loaded cars. Had the exhibit of other divisions been as favorable, no decrease in earnings would have been shown the first half of 1891.

Colonel L. C. Alberger, one of the pro-prietors of the Lake-street elevated railroad at Chicago, admitted in an interview last night that an arrangement had been practically consummated by which his line would become the Chicago terminal of the Canadian Pacific. This arrangement would give the Canadian Pacific a right of way directly through the heart of the city to the site of the proposed big new Union Depot of the Michigan Central and the Illinois Central on the lake front. The consideration is not stated but it is assumed | vestment, the Greenwood company is that the Canadian Pacific guarantees the bonds of the Lake-street Elevated Com pany. Work on the elevated has been at a standstill for some weeks owing to failure

of the projectors to float the bonds. As the roads from Chevenne, Denver, Sait Lake and other Northwestern and Western cities improve their equipment and increase the speed on their lines leading to Kansas City and St. Louis, there is a steady increase of travel over such lines via St. Louis east. Persons who have given the matter no attention would hardly believe that a passenger leaving either of the points mentioned above, coming via Kansas City to St. Louis and then over the Vandalia, Big Four or the Wabash east, can make the trip eighteen to twenty hours quicker than via Chicago, yet this is true. A little more energy on the part of the Kansas City and St. Louis lines in informing the people of the West and Northwest of this fact would soon result in doubling the present growing

traffic over the routes mentioned. Shippers in this territory are much disappointed that the all-rail lines have not made some reduction in grain rates, in order to offset, in part, the lower rates via Chicago and the part water and rail routes to the seaboard. The shippers claim that with a 5 cent per hundred pounds lower rate East, the movement of wheat and the better maintenance of prices of that cereal the sesson through would compensate the roads. As matters now stand, only the Baltimore lines are likely to have all the business they can handle, Baltimore having 3 cents the advantage in its rail rate from the West, and in export rates usually dropping under those via New York. The local business of the Pennsylvania lines is so heavy, and pays so much better, that the Pennsylvania people will not, probably, make much effort to secure business via Philadelphia.

A long list of subjects to be considered at the freight meeting of the Central Traffic Association, next Tuesday, is attached to the call that was issued yesterday by Chairman Blanchard. Among the more important are the following: Proposed legal division of traffic; adjustment of divisions on Missouri-river traffic via junction between Chicago and St. Louis; rates to be charged east of junction with Western lines on wool from transcontinental and transmissouri points; rules under which advanced rates shall be put into effect; revision of the percentage basis of eastbound rates: petition of Cincinnati graindealers relative to east-bound rates on wheat from Cincinnati; request that milling-in-transit rules shall apply to the stopping of flour for the purpose of mixing; proposition for the establishment of uni-

form rates on oil from the Ohio oil-fields. The Toledo Blade of vesterday says: "The thirty days allowed in the decree of foreciosure of the Cincinnati, Jackson & Mackinaw railroad for the railroad to redeem their mortgage indebtedness has expired, and the precipe for an order of sale was to-day filed with the clerk of the United States Circuit Court by Swayne, Swarne & Hayes, representing the attorneys for the company, the Central Trust Company, of New York, whose attorneys are Butler, Stillman & Habbard. The decree of foreclosure requires sixty days public notice to be given by all agents, which will bring the sale about Sept. 15. Messrs. B. F. Wade, of Toledo, and H. T. Carlton will be the master commissioners, who will conduct the sale. The road will be sold first in two divisions, the central division from Cecil, in Paulding county, to Greenville, there are over one million tons of iron ore in Darke county; the remainder from to be hauled to Pittsburg manufactories. Greenville to Franklin county. The second division from Cecil to Allegan, Mich., and from Addison Junction to Dundee. After by the road to the Pittsburg mills does it | being sold in divisions the road will be

## AGAIN ACTIVE IN PROJECTS

Cincinnati Syndicate Is Only Waiting for Franchises to Be Given It.

With Something to Fight for It Will Test Exclusive Rights Claimed by the Citizens' Company-Proposed Suburban Lines.

There is every reason to believe the Mooney syndicate is in earnest in its efforts to get franchises from the city and county for the system of city and suburban electric lines outlined yesterday morning, That it has money enough to build the lines there can be no doubt. A notable point about its franchise petitions is that in two or three instances it asks for routes over streets occupied in part by the Citizens' company. "We have faith in the suburban railway law," said Mr. W. T. Cox, the local representative of the syndicate, yesterday, "and if the city authorities will give us the privilege of running over these streets we will test the question and forever settle it. We have taken the best of legal advice, and have no doubt that we can go over the Citizens' tracks wherever it may be found necessary."

"When do you want to build your lines?" was asked.

"Whenever we get the franchises our folksare ready to build," replied Mr. Cox. "The line could be brought from Broad Ripple to the city this season yet, but I don't suppose we could do much in the city until next spring."

"Do you think you'll get the franchises asked for?" "We hope to. Possibly we will not get Delaware street. We may get, instead, the right to come down Pennsylvania and Talbott avenue, and then down Pennsylvania, from Seventh to Georgia over the Citizens' trucks. I think that's the route we are most likely to get for our eastern line.

to such uncalled-tor opposition as this,' in yesterday's News. "They sneer at our project as 'on paper,' and seek to load us down with conditions that would make a line unprofitable, and then want us kept off all the streets. If this is the News's method of encouraging new enterprises and competition with the old company it is a very queer method. Here is another stab of the same kind they gave as when the County Commissioners gave us the first knock-down," and Mr. Cox brought out the following editorial paragraph from the

The County Commissioners having decided the matter by giving the Citizens' Street railway Company the right of way, our flourishing suburb of North Indianapolis is likely to have rapid transit speedily. In this we think the commis-sioners acted wisely. There was not enough substance to the proposed new company. The people of this community have been played with sufficiently by projectors who made large promises and boasted loudly about what they would do, but who lacked the solid merit of cash when the time came. It may be that the latest can-didate was in earnest and not trying to get something for nothing, but it did not make a strong showing in that way. Its subnot make a strong showing in that way. Its sub-urban plan, evidently, was simply a method of getting a foothold from which to get possession of a number of streets in the city. Its request, yesterday, for Tennessee and Circle streets, and others, was one that never should be complied with for anybody. The idea of giving up all our streets to railroads is serveless. They are not needed, and never will be. Cars on alternate streets will amply supply public needs, and streets will amply supply public needs, and something should be left for the beauty of the city, and the freedom to drive.

"Now that was a nice thing to say of our company," continued Mr. Cox. "There are plenty of business men in Indianapolis who know that there is 'enough substance' to our people to build any line they project. The Citizens' company is trying hard to fight off every chance of a competing line until it gets a new and exclusive charter, and it is getting its most active assistance in this effort from the News."

Ready to Arrange for a Line. The Citizens' company is considering a proposition from the Geeenwood Suburban company, submitted a week ago, which may result in a rapid-transit line to Garfield Park and on to Greenwood. The proposition is that the Citizens' company put in an electric line down Pennsylvania, Delaware and East streets to the park, while the Greenwood company will construct a road-bed and lay it with iron from Greenwood to the city limits to meet this other line. The Citizens' company would put in the electrical equipment for the whole line, and operate it. After operating expenses have been paid and the Citizens' company has gotten an agreed interest upon its into get from the suburban traffic a fixed interest upon its investment. Any excess in profits over these various fixed charges is to be prorated between the two companies, according to the amount each has invested. President Fowler, of the Citizens' company, is inclined to look upon this proposition with favor, and will, if time can be found upon his visit, this week, drive over the Greenwood route. The new Broad Ripple company is not only willing but eager to go into such an arrangement, and the Greenwood company is as willing to deal with it as with the Citizens' if the Broad Rupple

to Garfield Park. Real-Estate Transfers.

can get a route from the center of the city

Instruments filed for record in the recorder's office of Marion county, Indiana, for the twentyfour nours ending at 8 P. M., July 7, 1891, as furnished by Elliott & Butler, abstracters of titles, Hartford Block, No. 84 East Market

J. H. Clark to C. E. Jaqueth, lot 261, in Clark's second addition to West Indianapolis ..... F. F. Gerham to Marshall Pugh, onethird part of the northeast quarter of section 35, township 16, range 2. 1,101.00 Mary J. Larsen, administratrix, to A. V. Brown, trustee, two-thirds of lots 8 to 13, in Vajen's north addition ... 4,670.00 Josephine McGinnis to M. E. Wilson, lot 19, in McGinnis's subdivision of Hanna's heirs' addition..... M. J. Phillips to J. E. Sears, let 263, in Fletcher's Woodlawn addition. J. H. Vajen to Catharine Palmer, lot in square 3, in Lincoln Park...... 850.00 M. E. Dittemore to Olive Benedict, part of lot 6, in square 21, in Drake's J. M. Wood to the Knights of Pythias Castle Hall Association, lot 6, in 

C. F. Griffin, trustee, to Maria Trueman, lot 10, in Kenwood. L. J. Metzger et al. to G. O. Smith, lot 78, in Meyer's second addition..... Catharine Bullard to C. E. Shover, part of lots 1, 2 and 3, in square 15,000.00 H. R. Beville to N. W. Rector, lot 106, in Johnson's East Obio-street addi-300.00 part of lot 11, in Fletcher's Wood-

lawn addition. L. J. Metzger et al. to Charles Hager-1,000.00 horst, lots 56 to 60, in Meyer's sec-north half of lots I and 2, in Harrison's first Brookside addition ...... L. J. Metzger et al. to C. F. Drager, lots 89 and 90, in Meyer's second Elizabeth Talbott to M. E. Dove, lot 1,350.00 167, in Talbott's revised addition... E. H. Roberts to A. N. Clark, lot 50, in Clark's third addition to West In-

Clark's third addition to West In-

dianapolis..... The Travelers' Insurance Company et al. to O. S. Conner, part of lots 26 and 27, in Downey & Ohmer's Woodland Park addition to Irving-The Homestead Improvement Com-525.00 pany to Charles Ferger, lot 2, in Marlette Park. J. M. Munday to W. A. Munday, lot 700.00 251, in Bradley et al.'s East Washington-street addition.....

Conveyances, 24; consideration....\$86,201.00

Roberts Park Orchestra Concert. Roberts Park Sunday-school orchestra, assisted by prominent local talent, will give a free concert at the church this evening. An attractive programme has been prepared. The orchestra has been a prom-

inent feature of the Sunday-school music for years past, and many of its members have grown up with the school.

Supposed Highwaymen Arrested. Herbert E. Patterson and Thomas E Riley were arrested yesterday afternoon in a South Illinois-street saloon by detectives Doherty and Kaehn. They were slated as common gamblers, but are really held to answer to a charge of robbing C. L. Divine in University Park Monday night. Mr. Divine called at the station-house to see them, and thought he recognized them as his assailants. Patterson, the taller of the two, he is confident is one of the foot-pads. Nothing has, as yet, been found on their persons or in their possession, however, that will confirm the identification. They are known to be shell-workers, and gave a very unsatisfactory account of themselves. Superintendent Colbert said, last night.

Burglars in the East End.

that he felt reasonably certain they are the guilty parties. Patterson gave his age as twenty-six and Riley as twenty-three.

A number of small robberies and burglaries have occurred within a few days in the East-end. The house of Mr. Jones, on Beville avenue, east of the Deaf and Dumb Institution, was entered night before last, the burglars sawing out a slat in the window-blind. A number of small articles and \$5 were stolen. Several residences on Rural and Johnson avenues were also visited, but nothing of value taken.

Barbers' Union Elects Officers. Barbers' Union, No. 47, has elected the following officers for the next six months: George W. Ware, president; John Henderson, vice-president; H. Dorbecker, corresponding secretary; Jacob Oliger, treasurer; H. Stille, financial secretary.

MARK W. HARRINGTON,

General Greely's Successor as Chief of the Reorganized Weather Bureau.

With the transfer of the Weather Bureau from the War Department to the Department of Agriculture General Greely relinguishes his post of chief to Mark Harrington, who, since 1879, has been professor of astronomy in the State University at Ann Arbor, Mich., and is also editor of the American Meteorological Journal, He



is forty-three years old and an authority on meteorological and climatic problems. He had considerable correspondence with the department relative to climatic matters in relation to agriculture, having prepared a bulletin on the subject which is about to be published through the forestry division of the department. He gradu-ated in 1868, at the University of Michigan. In 1871 he was acting as astronomical aid of the United States coast survey on the coast of Alaska. After this he returned to the University of Michigan, acting as instructor in the biological department. In 1876 Professor Harrington went to Germany to pursue his studies, re-maining in Europe about two years. It was while he was in Europe that he was offered the position of professor of astronomy and mathematics in the se hool of the Chinese Foreign Office at Pekin, and, as director of the observatory there, he introduced into China the first large telescope which had been seen in that country. In 1878 he accepted the professorship of biological science in the Louisiana State University. He returned to Ann Arbor in 1879, taking the position which he has held up to the present date. He has published several papers and pamphlets on scientific subjects and compiled an almanac for the Chinese government.

## DAILY WEATHER BULLETIN,

Local Forecasts.

For Indianapolis and Vicinity-For the twenty-four hours ending 8 P. M., July 8-Occasional light rains during the night; cooler; cloudy weather, clearing during Weanesday.

GENERAL INDICATIONS. WASHINGTON, July 7 .- Forecast till 8 P. M. Wednesday:

For Ohio and Indiana-Showers; slightly cooler; north winds. For Illinois-Showers in the southern portion; fair on Wednesday night; slightly cooler, except stationary temperature in the northern portion; north winds.

Observations at Indianapolis. INDIANAPOLIS, July 7. Time. | Bar. | Ther. | R. H. | Wind. | Weather, | Pre. 7 A. M. 29.84 74 74 S'w'st Cloudy 0.00 7 P. M. 29.84 64 79 N'east Cloudy 1.19

Maximum temperature, 81; minimum temper-Following is a comparative statement of the temperature and precipitation on July 7: Normal ..... 1.19 Excess or deficiency since Jan. 1 .. \*201 -2.75

General Weather conditions.

TUESDAY, July 7. 8 P. M. PRESSURE-The energetic high barometric area in the Northwest, central in North Dakota with 30.32, extended south and eastward to Michigan and Kansas and pressed the low barometric area to the southeastward: west of the Rocky mountains the

pressure is low. TEMPERATURE-A cool current of less than 60 extends from Canada over Michigan and Illinois to Nebraska and Kansas; 700 and below is reported from Missouri, southern Indiana, Ohio, western Pennsyl vania and northern New York northward: 80° and above from Texas, Arkansas, southern Tennessee and Virginia southward; 900

and above in western Texas. PRECIPITATION—Light and heavy general rains fell from Nebraska, Kansas, Arkansas and Mississippi eastward to the Atlantic coast; heavy rains at Cleveland, O., 1.90 mch; at Pittsburg, 1.38; at Cincinnati, 1.46; at Indianapolis 1.19, and at Buffalo, N. Y., 1.04 inch.

No Discount on His Taste. St. Paul Pioneer-Press. Endyard Kipling, in New York the other

day, now on his way to England, says "the Americans are the coming nation on earth.' and "as for the American mixed drink, nothing in all England can be compared to it." Kipling's literary style may not be above par, but he has exceeding good taste.

Generally the Way.

Brooklyn Eagle. Mrs. M. T. Wardrobe-You're downright cruel to refuse me another dress when you know I've only got fourteen. By the way, did you send your shirt to the laundry to-

Mr. M. T. Wardrobe-How could If I've got it on. Only Right that He Should. Chicago Mail.

One Chicago paper this morning says that Blaine's health is all right, and an-

other says he has Bright's disease and per-

manent recovery is out of the question.
Mr. Blaine is entitled to the deciding vote on this question. It Was Greek to Them.

Boston Saturday Gazette. There are many persons who think it about time to conduct the commencement exercises of Harvard University in English instead of Latin. The continuance of

the ancient castom caused much amusement for those present last Wednes-day, for when President Eliot closed his Latin remarks by inviting the senior class to mount the platform to be presented with their degrees, not a man stirred. When the invitation was repeated, Chief Marshal Cumnock started up the platform steps; but a pull from behind, given by a less sanguine classmate, was too much for him, and he turned to go down again. A broad motion of the hand from President Eliot (given in English) finally induced him to continue, and thus the class followed to receive their degrees.

GIGANTIC STEAM HAMMER. The Largest in the World Completed at the

Bethlehem Iron-Works. Bethlehem (Pa.) Special in Boston Advertiser. The greatest steam-hammer in the world,

constructed at the Bethlehem Iron Company's works for the manufacture of armor plates, is now completed, and in only a few days more the history of its first terrible blow will be chronicled. On its starting up is concentrated the entire attention of the iron men of the country, in Europe as well as at home. The giant was designed after the hammer

of Schneider & Co., of Le Crusot, France, which, next to this one, is the second largest in the world. It has a stroke of 125 tons, while the Schneider hammer is only capable of striking a 100-ton blow. The hammer will be used for forging ingots into armor-plates. These ingots will be cast of metal weighing from 100 to 150 tons, and by this stupendous piece of mechanism will be forged into the desired sizes by 125-ton The hammer stands in the center of a

very large building and over a year has been spent in its construction. A pit 58x62 feet was dug for the foundation, and on walls thirty feet high the anvil stands. To give the foundationis certain elasticity, a layer of twenty steel slabs on top of Ohio white-oak timbers was made and the surface was rendered perfectly smooth. It was, of course, entirely out of the question to cast in a single piece the iron required and the anvil was built by depositing on top of the steel slabs and their timbers twenty-two blocks of solid cast-iron. The average weight of these blocks is seventy tons, and the entire weight of the mass of iron and steel forming the anvil and foundation is nearly 1,800 tons. The anvil foundation and the hammer foundation are entirely separate and independent of each other, and in no way interlaced. The hammer itself is a majesticlooking structure, superimposed over the cyclopean mass of iron, forming the anvil—huge, substantial and powerful, rising to a height of ninety feet. The housings, composing the first section, form a large arch, curving gracefully over the anvil. These housings are each composed of a single 120-ton casting. The longitudinal width of the hammer (that is looking at it from either the east or the west (is forty-two feet. The housings, whose bases are ten feet by eight, are firmly clamped into the foundation walls at each side, and are fastened to washers lying beneath the walls a depth of thirty-three feet. Around the entire periphery of the ham-mer, to the height of the first section, fif-

mer, to the height of the first section, fif-teen feet, is a platform of levers controlling the working of the machine. Above is an-other arch of housings, which weigh eighty tons apiece. This arch is capped by a steam-chest, a casting of sixty-five tons. Here, at the height of some seventy feet, is another platform. On the top of this steam-chest, and in the center of this plat-form, is superadded the huge cylinder, twenty-four feet high, with an internal diameter of seventy-six inches. In the ex-act zenith of the arch is the large tup or ram of the hammer, an enormous piece of ram of the hammer, an enormous piece of metal about nineteen and one-half feet long, ten feet wide and four feet thick, the weight of which is almost one thousand tons. It is this which forms the principal bulk of the enormous weight of the hammer and givts power to its heavy blows. Connected to this is the piston rod, a splendid specimen of perfectly wrought steel, forty feet long and sixteen inches diameter. At the bottom of the trip and keyed to it is the die hammer. This is a large square block of iron, faced with steel, and is the piece which will strike the metal that is being forged. The piston-rod has a play of six-teen and one-half feet, and the weight of trip, piston-rod and piston aggregates 125 tons, which, multiplied by the full stroke, is the power of the hammer's stupendous blows. The whole thing is indeed a con-trivance unparalleled in the history of mechanism. What person, knowing this, will not be reassured that here is a hammer able to forge armor plates fully capable of withstanding the heaviest missiles thrown from the most powerful guns of any foreign power?

Benefits of Subsoiling.

John Shifaly, in Albion New Era. With all our inventions and improvements in farm machinery, the plow has been somewhat neglected; but let the idea be fully promulgated from this court-house to-day that three thousand millions of dollars lie buried below six inches of the present depth of culture in our American soil, and some Whitney, McCormick or Edison will devise a way to make it available. But you cannot do it with a yoke of thin and light steers, or a span of old, spavined horses that are on sixty-cent corn or fortysix-cent oats. Some farmers think that something may be had for nothing; that whatever beef and butter may come to them from the food obtained by their cattle browsing over fields and through woods, is so much clear gain. But the universe was framed on the broad-gauge plan so much for so much, to responly where he has sown. It will credit to subsoiling the producing of the following results, viz: 1. It greatly lessens the evil effects of

2. It enables the soil to receive a larger supply of fertilizing gasses of the atmosphere, such as carbonic acid and ammonia. 3. It warms the soil to a greater depth. 4. It lessens the cooling of the soil by

It facilitates the chemical action by which the constituents of the soil are pre pared for the use of plants and by which its mechanical texture is improved. 6. It tends to prevent grass land from running out.

7. It deepens the surface soil. 8. It renders soils earlier in the spring and keeps off the effects of cold weather in 9. It prevents the throwing out of grain in winter. 10. It enables the farmer to work much earlier after rains.

11. It prevents land from becoming sour.
12. It lessens the formation of a crust on the surface of the soil after rains in hot

Ruling Passion Strong, Etc. a New York paper:

The following advertisement appears in For Sale- A single grave in Greenwood Cometery; three minutes' walk from the entrance.

Time is money, even when a fellow is going to his funeral. A man whose grave is within easy walking distance of streetcars and theaters will find it cheaper to die than to keep house.

# ousekeepers -YOU CAN-Haveamuch Loaf

Keep Mush Money -WHICH COSTS-

Less than Half the price of other kinds.

A TRIAL WILL PROVE THIS.

Pounds, 20c. Sold by Grocers-Halves, 10c. Quarters, 50.

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STORE.

(Established in 1853.)

OUR PRINCIPLE OF BUSI-NESS IS TO SELL ONLY-RE-LIABLE GOODS AT FAIR PRICES.

INDIANAPOLIS, July 8, 1891.

The Lace and Embroidery Department contributes its share to the excitement.



Don't forget thatthesalesare not for one day only, but until the goods are all

Some very fine Chantilly Half Flounces, 23inches wide, go down to-day from \$2.50 \$1.69 a yard. 5 pieces 45-inch Chantilly

Flouncings, all silk, from \$1.25 down to 67e. 10 pieces all-Silk Drapery

Nets, marked down from \$1.35 500 yards Irish Point Lace at just half-price, 25c a yard.

25 dozen White Mull Ties at 7c each, marked from 121c. 1,000 yards fine Cambric Insertion-the 8c and 10c kind,

marked down to 3c and 5c. A few Black Embroidered Lawn Suit Patterns at \$2.75 and \$3.50, that have sold at twice that much.

180 dozen Gents' Colored Border Handkerchiefs at halfprice-5c each.

500 dozen Ladies' Handkerchiefs, colored borders, 5c each. Children's Handkerchiefs at

15c a dozen. Nothing surprising in being busy-it's the way we sell

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